

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐  
no ☒

Property Name: Braddock's Road Inventory Number: G-I-A-224  
Address: North of U.S. 40 Alt., 600-3,200 ft. west and 2,800-4,800 ft. east of US 219. Historic district: ☐ yes ☒ no  
City: Grantsville vicinity Zip Code: 21536 County: Garrett  
USGS Quadrangle(s): Avilton  
Property Owner: Moran Coal; Watkins Family; Hershberger Family Tax Account ID Number: 1203011534, 224  
Tax Map Parcel Number(s): 11, 18, 36 Tax Map Number: 09  
Project: U.S. 219 Improvements, Meyersdale (Pa.) to I-68 Agency: FHWA, SHA  
Agency Prepared By: Heberling Associates for SHA  
Preparer's Name: William Hunter Date Prepared: 6/15/2005  
Documentation is presented in: W.M. Hunter 2003 [2005] Historic Structures Survey/Determination of Eligibility Report, U.S. 219 Improvements Project. Prepared for the FHWA and SHA by Heberling Associates, Inc.  
Preparer's Eligibility Recommendation: ☒ Eligibility recommended ☐ Eligibility not recommended  
Criteria: ☒ A ☐ B ☐ C ☒ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G  
*Complete if the property is a contributing or non-contributing resource to a NR district/property:*  
Name of the District/Property: Little Meadows Historic Site (partial)  
Inventory Number: G-I-A-012 Eligible: ☐ yes Listed: ☐ yes  
Site visit by MHT Staf ☐ yes ☒ no Name: \_\_\_\_\_ Date: \_\_\_\_\_

**Description of Property and Justification:** *(Please attach map and photo)*

There are two discrete sections of Braddock's Road within the US 219 Improvements Project APE: a 2,600-foot-long section found west of the existing U.S. 219 (Chestnut Ridge Road) and a 2,000-foot long section found east of existing U.S. 219 on the slope of Meadow Mountain, within the Little Meadows Historic Site. The road traces no longer have the appearance of a roadbed, but consist of shallow depressions, from 0.5 feet to 5.25 feet deep and from 4 feet to 15 feet wide.

These remnants of Braddock's Road are eligible for the National Register of Historic Places for their association with Braddock's 1755 expedition as well as the initial settlement of what is now Garrett County, and the development of the western trade from 1755 to 1811 (Criterion A: eighteenth century exploration; French and Indian Wars; early commerce and trade). The remnant is also eligible under Criterion D for its potential to yield archaeological information relating not only to its period of construction and first use, but also to the first wave of migration and commerce over its route, the precursor to the National Road. The Maryland State Highway Administration (SHA) believes that the surviving sections of Braddock's Road are also eligible for the National Register under Criterion B for its association with Edward Braddock and George Washington.

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended ☒ Eligibility not recommended ☐  
Criteria: ☒ A ☒ B ☐ C ☒ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G  
MHT Comments:

Ann Amundson  
Reviewer, Office of Preservation Services

8/29/05  
Date

John E. Kintz  
Reviewer, National Register Program

9/13/05  
Date

200502118

These remnants may contribute to a larger multiple property resource encompassing the remaining remnants of Braddock's Road in western Maryland. The remnants are but a portion of the 12.5 miles of road remnant documented to exist within Garrett County (archaeological site 18GA314), a small portion of the 44% of the total route known to exist in western Maryland.

The western remnant runs from a point approximately 600 feet west of U.S. 219, 290 feet north of the National Pike, west for 2,600 feet to a point 3,600 feet west of U.S. 219, 240 feet north of the National Pike. The 2,000-foot long section within the Little Meadows Historic Site extends from a point below the crest of Meadow Mountain southwest to a strip mine located approximately 2,800 feet east of U.S. 219. The historic property boundary includes the road remnants and the area 25 feet on either side of the centerline of the recesses, forming a 50-foot wide corridor along each visible trace.

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended \_\_\_\_\_ Eligibility not recommended \_\_\_\_\_

Criteria: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D Considerations: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_ E \_\_\_ F \_\_\_ G

MHT Comments:

\_\_\_\_\_  
Reviewer, Office of Preservation Services\_\_\_\_\_  
Date\_\_\_\_\_  
Reviewer, National Register Program\_\_\_\_\_  
Date

Braddock's Road is a discontinuous linear feature running from Cumberland, Maryland to Braddock, Pennsylvania. Engineers under the command of General Edward Braddock designed the road as a military road in the summer of 1755 en route to their defeat at the hands of the French on July 9, 1755. Braddock's Road later became an important route for migration and commerce, crossing ridges, glades and streams along its line, resulting in an uneven and frequently disturbed trace in the landscape. Discrete sections of the road west of Grantsville include a 2,600-foot-long section found west of the existing U.S. 219 (Chestnut Ridge Road) and a 2,000-foot long section of found east of existing U.S. 219 on the slope of Meadow Mountain, within the Little Meadows Historic Site. The road traces no longer have the appearance of a roadbed, but consist of shallow depressions, from 0.5 feet to 5.25 feet deep and from 4 feet to 15 feet wide.

These remnants of Braddock's Road are eligible for the National Register of Historic Places for their association with Braddock's 1755 expedition as well as the initial settlement of what is now Garrett County, and the development of the western trade from 1755 to 1811 (Criterion A: eighteenth century exploration; French and Indian Wars; early commerce and trade). The remnants are also eligible under Criterion D for its potential to yield archaeological information relating not only to its period of construction and first use, but also to the first wave of migration and commerce over its route, the precursor to the National Road.

Inventory No. G-I-A-224

### 1. Name of Property

(indicate preferred name)

historic                      Braddock's Road

other

## 2. Location

street and number North of U.S. 40 Alt., 600-3,200 ft. west of U.S. 219 and 2,800-4,800 ft. east of U.S. 219

city, town Grantsville

x vicinity

county                      Garrett

### 3. Owner of Property

(give names and mailing addresses of all owners)

name	Moran Coal Company; Robert and Nancy Watkins; Hershberger Family; others
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street and number 24309 Westernport Road; 12287 National Pike; n/a U.S.40 Alt. telephone (301) 359-0622 ; n/a

city, town	Westernport; Grantsville	state	MD	zip code	21562; 21536
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#### 4. Location of Legal Description

courthouse, registry of deeds, etc.	Garrett County Courthouse	liber	748; 303; 471	folio	52; 236; 327
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city, town	Grantsville	tax map	09	tax parcel	011; 018; 36	tax ID number	1203 011534; 011143; 011224
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## 5. Primary Location of Additional Data

x Contributing Resource in National Register Historic Site

Contributing Resource in Local Historic District

Determined Eligible for the National Register/Maryland Register

Determined Ineligible for the National Register/Maryland Register

Recorded by HABS/HAER

x	Historic Structure Report or Research Report at MHT
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x	Other: Portions of Braddock's Road in Garrett County are designated as archaeological site 18GA314
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## 6. Classification

Category	Ownership	Current Function		Resource Count	
_____ district	_____ public	_____ agriculture	_____ landscape	Contributing	Noncontributing
_____ building(s)	<u>  x  </u> private	_____ commerce/trade	_____ recreation/culture	_____	_____ buildings
_____ structure	_____ both	_____ defense	_____ religion	<u>      2      </u>	_____ sites
<u>  x  </u> site		_____ domestic	_____ social	_____	_____ structures
_____ object		_____ education	_____ transportation	_____	_____ objects
		_____ funerary	_____ work in progress	<u>      2      </u>	_____ Total
		_____ government	_____ unknown		
		_____ health care	<u>  x  </u> vacant/not in use	<b>Number of Contributing Resources previously listed in the Inventory</b>	
		_____ industry	_____ other:	<u>                  0                  </u>	

## 7. Description

Inventory No. G-I-A-224

### Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input type="checkbox"/> good	<input checked="" type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

Braddock's Road is a discontinuous linear feature running from Cumberland, Maryland to Braddock, Pennsylvania. The road was designed as a military road in 1755 and was subsequently used for migration and commerce, crossing ridges, glades and streams along its line, resulting in an uneven and frequently disturbed trace on the landscape. In general, military engineers routed the road relative to topographic features and stream crossings. There are two discrete sections of Braddock's Road within the U.S. 219 Improvements Project APE: a 2,600-foot-long section found west of the existing U.S. 219 (Chestnut Ridge Road) and a 2,000-foot long section of found east of existing U.S. 219 on the slope of Meadow Mountain, within the Little Meadows Historic Site. The road traces no longer have the appearance of a roadbed, but consist of shallow depressions, from 0.5 feet to 5.25 feet deep and from 4 feet to 15 feet wide.

The western remnant of Braddock's Road is located parallel to and approximately 210-600 feet north of the National Pike (U.S. 40 Alt.) east of Grantsville, Maryland (Photos 1-4). This remnant extends approximately 2,600 feet from a point approximately 600 ft west of U.S. 219, running in an irregular relationship with the National Pike to the western edge of the Moran Coal Company tract, where it disappears into a cow pasture as it trends southward. East of the point of beginning, the route quickly becomes obscure and disturbed. There are no culverts, retaining walls or portions of roadbed within the much-eroded depression, nor are there any buildings, structures or objects standing within at least 25 feet of the remnant.

The approximately 3,000-foot (0.4-mile) remnant on Meadow Mountain varies in width and depth due to the steepness of the slope, the location of the trace on the slope and disturbance (Photos 5-6). This well-defined and visible section, similar in physical character to the western remnant, is located entirely within the Little Meadows Historic Site, though only 2,000 feet of trace is located within the U.S. 219 Improvements APE in the woods between a ridge-top housing development and an old strip mine. Portions of the road appear to have evolved into a two-track configuration, typical of the steeper sections of Braddock's Road that evolved as teamsters' maintained traffic as they climbed and descended mountain ridges. The course of Braddock's Road through Little Meadows is linked to the locations of early encampments, taverns, and related resources such as a corduroy of logs thought to exist in bottoms within the Little Meadows Historic Site.

The remnants are ruins, representing the route of Braddock's Road rather than its actual materials. The location of the Braddock's Road trace is in agreement with Robert Orme's journal from 1755, Lacock's 1912 trace of the route, Ruckert's 1975 study, Wall and Lacoste's 1989 context study, Wahl's 1999 study, and Bantz's recent GPS work. Now overgrown with third or fourth-growth woods and scrub, the remnants have suffered from erosion: the western portion is covered with silt drawn down the gentle slope of Chestnut Ridge, and the eastern portion affected by nearby ridge top development and strip mining.

Generally, the depth of the remnant relates to the degree of slope; the steeper the slope, the more dramatic the cut. The western remnant is found in the gentle slope of the "smooth valley," so called because of the gentle grades to the crossing of the Casselman, and is therefore faint, in contrast to the well-defined remnants found in the steeper sections of Meadow Mountain. Affected by repeated logging, the most recent of which cut two logging roads through the western remnant, the traces continue to represent the route and distance relationships established by Braddock in 1755. Not as clearly defined as the portion within the Little Meadows Historic Site, the western remnant nonetheless conveys its association with the ill-fated Braddock expedition, as well as the general development of transportation and commerce in western Maryland.



## 8. Significance

Inventory No. G-I-A=224

Period	Areas of Significance	Check and justify below		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input checked="" type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts
<input checked="" type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government
<input type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input type="checkbox"/> social history
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation
	<input type="checkbox"/> conservation		<input checked="" type="checkbox"/> military	<input type="checkbox"/> other: _____

**Specific dates** 1751, 1753, 1755; 1816

**Architect/Builder**

**Construction dates** 1755

Evaluation for:

☒ National Register

☐ Maryland Register

☐ not evaluated

Although traders had journeyed to the western reaches of Maryland as early as 1715, euro-American development of the region remained sparse until well into the eighteenth century. The first commercial interest with an eye toward the interior was the Ohio Company of Virginia. In 1752, traders Christopher Gist, Thomas Cressup, and their native confederate Nemocolin left a company outpost at Will's Creek Station to map and improve a trade route to the Monongahela, an entry into the Ohio River Valley. The Company cut the road to serve the lucrative trade with the western native tribes, establishing the general line of what would become Braddock's Road.

This assertion of British commercial interests in the Ohio Valley aroused their French competitors, who were soon challenged by a force under the command of Lt. Col. George Washington in 1753. Washington, an associate of the Ohio Company with considerable economic interest in the development of western lands, led his force along the Ohio Company's trade route "to the Great Crossing" of the Youghiogheny, via the Little Meadows, a locality known for the quality of forage (Bantz 2002; Lacock 1912). Washington's sappers and pioneers transformed the pack trail to a modest military road typically 12 feet wide and varied from one to two feet deep, wide enough to accommodate wagons. The road was soon after the line of retreat for the remnant of the force following the repulse and abandonment of Fort Necessity, the beginning of what we call the French and Indian Wars.

The British imperial response to the French challenge was swift, involving a theater-wide three-pronged campaign against French colonial interests in North America. The strategy, informed by political and economic realities, relied on a central thrust of the campaign to avenge Washington's defeat, open a road from Virginia to the western lands, and drive the French from the forks of the Ohio.

Veteran General Edward Braddock was commissioned to assemble and equip a force of 2,100 British regular soldiers and colonial militia, including 190 wagons and 1,500 carrying horses for the campaign and plan the march west. Braddock's line of march was determined by political and economic decisions rather than on the wisdom of military commanders on the ground. Virginia authorities, in close consultation with the London Board of Trade, dictated that Braddock was to move from the Potomac Valley to Ft. Cumberland on Wills Creek, and then proceed northwest along the Ohio Company to the crossing of the Youghiogheny River, a main branch of the Monongahela River. The route was chosen over a suitable alternative route through Pennsylvania with the interest of the Ohio Company stockholders in mind, and Little Meadows was well known as the first clearing on the western side of the Allegheny Mountains, within the French claim of control.

Braddock was aware of the line toward Ft. Duquesne and dispatched scouts to establish a stockade at Little Meadows on June 6, 1755, ahead of his main column's advance. On June 7, the column of troops, wagon trains, natives and camp followers began the arduous march forward through the challenging terrain. The column generally followed the established trade and war route on their seven to ten-day advance to Little Meadows, during which engineers painstakingly improved the road to Braddock's military specifications. The column trickled into Little Meadows, then improved with a crude stockade, *abatis* and defensive perimeter, on June 16 (Wahll 1999).

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. G-I-A224

Name Braddock's Road  
**Continuation Sheet**

Number 8 Page 1

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Pausing at Little Meadows for three days, Braddock called a war council, and cognizant of the slow advance of the column and the deteriorated physical condition of nearly 600 of his troops, he fatefully divided his force. During this pause, the force undoubtedly buried soldiers who were killed by natives on the perimeter or succumbed to disease and illness. Captain Orme of Braddock's staff maintained a diary and wrote an account of the construction and first use of the subject section. Braddock, "determined to move forward with a detachment of the best men and as little encumbrance as possible. Therefore, a detachment of one field officer with four hundred men and the deputy quartermaster general marched on the 18<sup>th</sup> to cut and make the road to the little crossing of the Yoxhio Genl" (Ruckert 1975:613-614). The attacking force departed for Ft. Duquesne on the morning of June 19.

Braddock advanced with select, lightly equipped regular and colonial troops, numbering approximately 1,300 soldiers. About 850 troops, baggage, artillery, supplies and camp followers were left to move up by slow and easy marches under Col. Paul Dunbar. George Washington, suffering from fever, was delayed from joining the main column until the day before the battle with the French. As the western remnant is located between the nodes of Little Meadows and Little Crossing, it is often only briefly mentioned in the literature on the history of the road (Lacock 1912). The route also served as the avenue of retreat following Braddock's crushing defeat of July 9, 1755; 900 fewer soldiers made the return trip.

Braddock's defeat by the French and western Indians checked development for the next three years. The "Allegheny Ridge of Mountains" demarked the limit of British control. Following the expulsion of the French from the forks of the Ohio by the British under Forbes in 1758, and the eventual defeat of the French interests embodied in the 1763 Treaty of Paris, traders again entered the region. Following the suppression of vigorous native resistance during Pontiac's rebellion (1763-1764), Euro-American traders began to move west on the now well-established trade and war route. Braddock's Road was "for three score years the only route westward through southwestern Pennsylvania," continually shifting its route relative to the ever-worsening condition of the roadbed. Wise investors quickly established taverns and trade stations along the route west (Lacock 1912).

As early as 1780, entrepreneurs developed support systems for the packhorse trains wending their way into the interior via Braddock's Road. Taverns were established at an early time, serving as the first commercial nodes in a developing trade network. As with any service, taverns and inns specialized to meet the needs of their clients, whether they were migrants, traders, teamsters, or merchants. The hotels, inns, and wagon stands served niche markets, and their function was often far more than simple lodging. Though there were several inns and taverns in the region, notably in the "smooth valley," at Little Crossings, and in Grantsville, the unquestioned center of road life was the Tomlinson estate. Joseph and Jesse Tomlinson, proprietors of the frame Red House Inn on Braddock's Road, benefited immeasurably from their important position in the local geography.

Engineers surveyed a route for the National Road in 1811 and modified the route subsequently to accommodate the many political and economic interests. The contract for the construction of the second section, from Savage Mountain to the well-known Tomlinson estate was issued in 1811 and the road opened to traffic in 1812, though it was not completed to standards until 1815. The next section, from Tomlinson's to Smithfield, was let the following year but not completed until 1817. The road finally opened to Wheeling on the Ohio River in 1818 and immediately became the chief avenue to the west, though the braids of the older trails still carried traffic. The Tomlinson estate at Little Meadows was the terminal point for sections of the new road, and well aware of the needs of the western trade, the Tomlinson family soon developed their resources relative to the new route.

## 9. Major Bibliographical References

Inventory No. G-I-A-224

Bantz, R. 2001 *GPS Map of Braddock's Road*. Bob Bantz, Cumberland, Maryland. Bantz, R. 2002 *Braddock Road in Y2K: The Old Road in a New Millennium*. Western Maryland Chapter, ASMM Inc.. Cumberland, Md. Bantz, R. 2003. Rediscovering the Braddock Trail. *ASM Ink* 29 (2):1,7. Besley, F.W. 1913. *Map of Garrett County, Maryland*. Board of Forestry, Annapolis, Md. Garrett County Tax and Deed Records. Hoye, C.E. 1988. *Hoye's Pioneer Families*. McLain Printing Company, Parsons, W.Va. Lacock, J.K. 1912. *Braddock Road*. John Kennedy LaCock, Harvard University, Cambridge, Mass. McLennan, J. 1973. 1949 *Topographic Map of Garrett County*, Maryland Geological Survey, Annapolis, Md. Meyer, B.H. 1948. *History of Transportation in the United States before 1860*. Carnegie Institution, Washington, D.C. Scharf, J. T. 1882. *History of Western Maryland*. Louis H. Everts, Philadelphia. Schlosnagle, S. 1978. *Garrett County, A History of Maryland's Tableland*. McClain Printing, Parsons, W.Va. Morgan, W. and N. Miller. 1973. *Tomlinson Inn and the Little Meadows*. National Register of Historic Places Inventory-Nomination Form. Maryland Historical Trust, Annapolis, Maryland. Meyer, B.H. 1948. *History of Transportation in the United States before 1860*. Carnegie Institution of Washington, Washington, D.C. USGS. 1904. 15' Topographic Map, *Grantsville Quadrangle*. USGS, Washington, D.C. Ware, D.M. 1984. *Green Glades & Sooty Gob Piles*. Maryland Historical Trust, Crownsville, Md. Whall, A.J. 1999. *Braddock Road Chronicles 1755*. Heritage Books, Bowie, Maryland. Whitney, M. 1927. *Map of Garrett County Showing the Agricultural Soils*. Maryland Geological Survey, Annapolis, Md.

## 10. Geographical Data

Acreage of surveyed property	341.55; 542.18	
Acreage of historical setting	App. 3.5 acres	
Quadrangle name	Avilton MD.-PA.	Quadrangle scale: 1:24,000

### Verbal boundary description and justification

The western remnant runs from a point approximately 600 feet west of U.S. 219, 290 feet north of the National Pike, west for 2,600 feet to a point 3,600 feet west of U.S. 219, 240 feet north of the National Pike. The 2,000-foot long section within the Little Meadows Historic Site extends from a point below the crest of Meadow Mountain southwest to a strip mine located approximately 2,800 feet east of U.S. 219. The historic property boundary includes the road remnants and the area 25 feet on either side of the centerline of the recesses, forming a 50-foot wide corridor along each visible trace.

## 11. Form Prepared by

name/title	William M. Hunter		
organization	Heberling Associates, Inc.	date	October 2003; June 2005
street & number	904 Main Street	telephone	(814) 669-1280
city or town	Alexandria	state	PA 16611

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

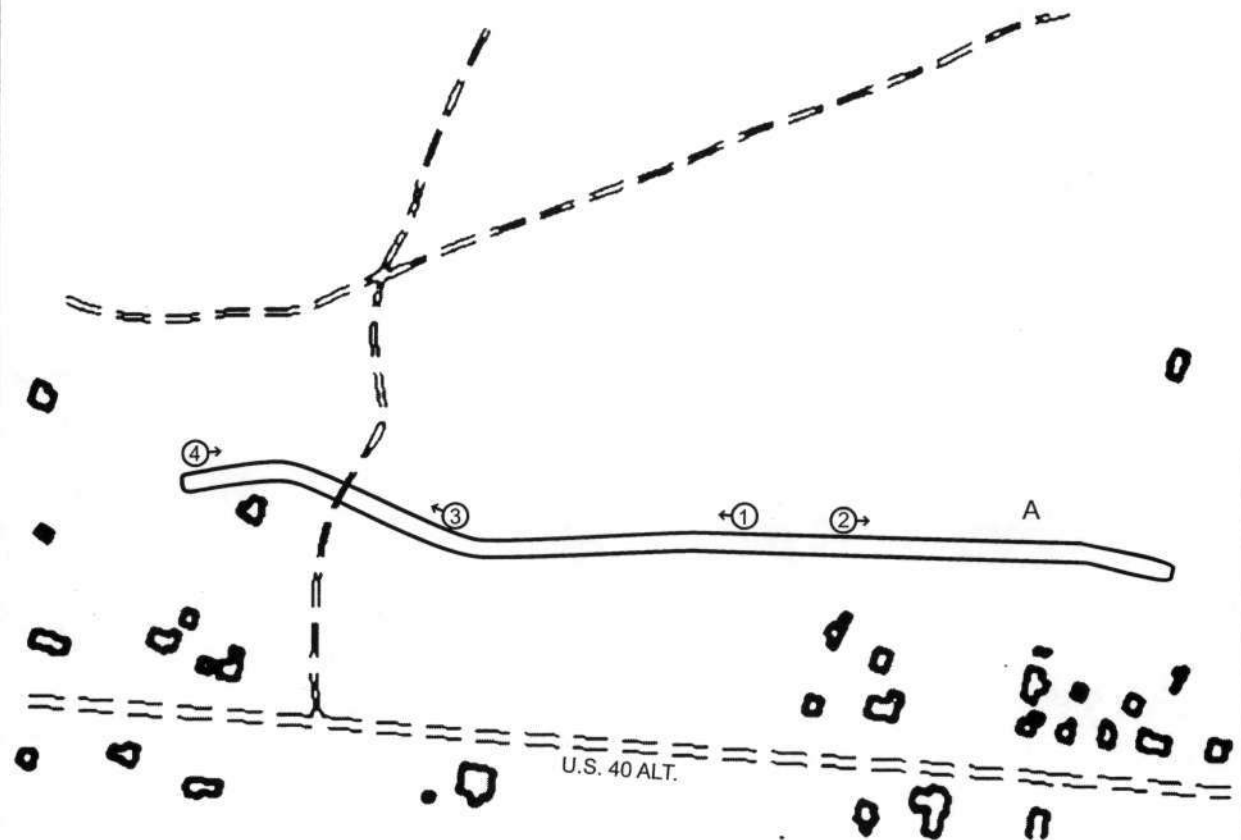
The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust  
DHCD/DHCP  
100 Community Place  
Crownsville, MD 21032-2023  
410-514-7600



# BRADDOCK'S ROAD - WESTERN REMNANT

(G-I-A-224)



## KEY

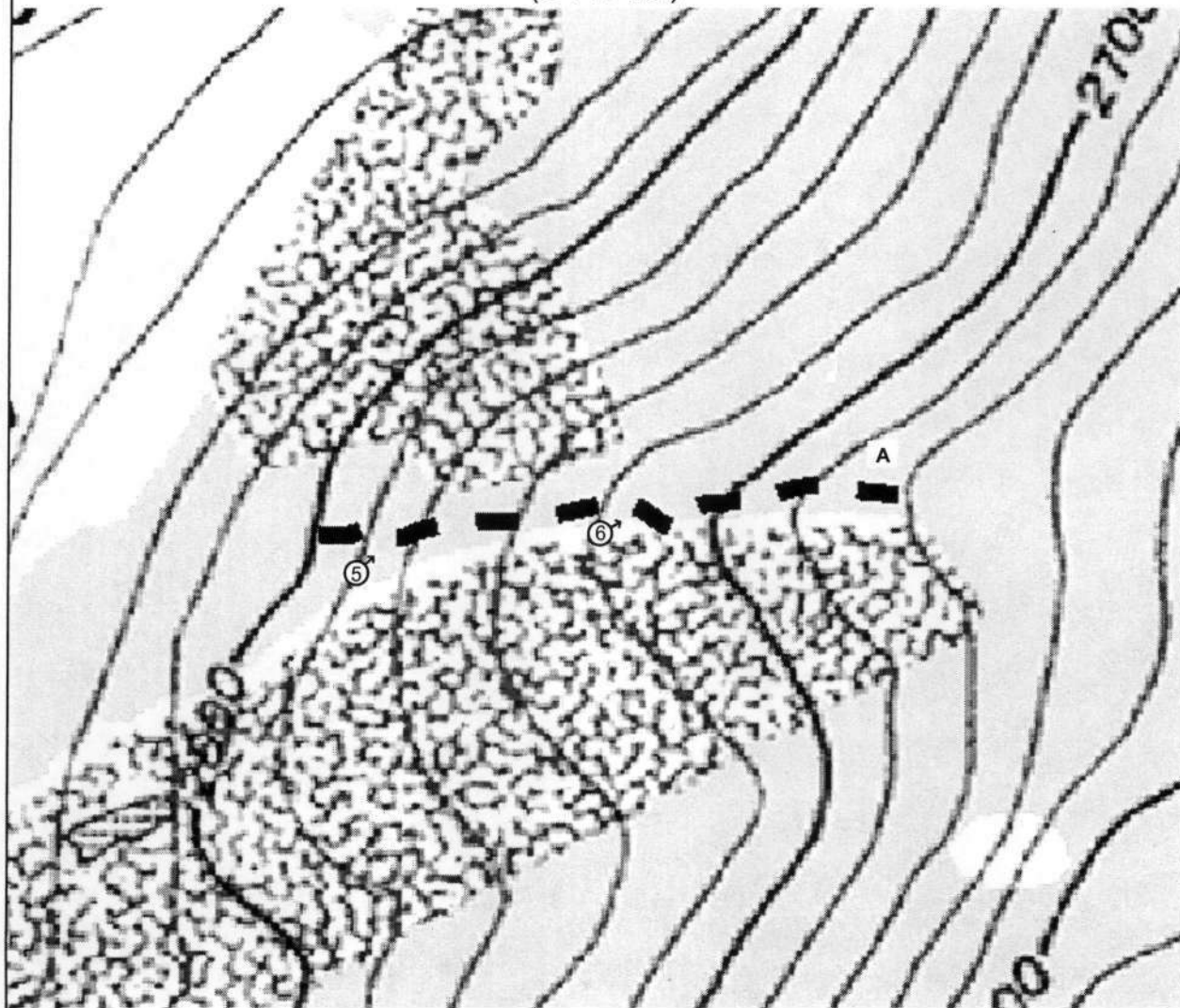
A. Braddock's Road Trace

SCALE IN FEET  
200 100 0 200

Site Plan and Photo Key

# BRADDOCK'S ROAD - EASTERN REMNANT

(G-I-A- 224)

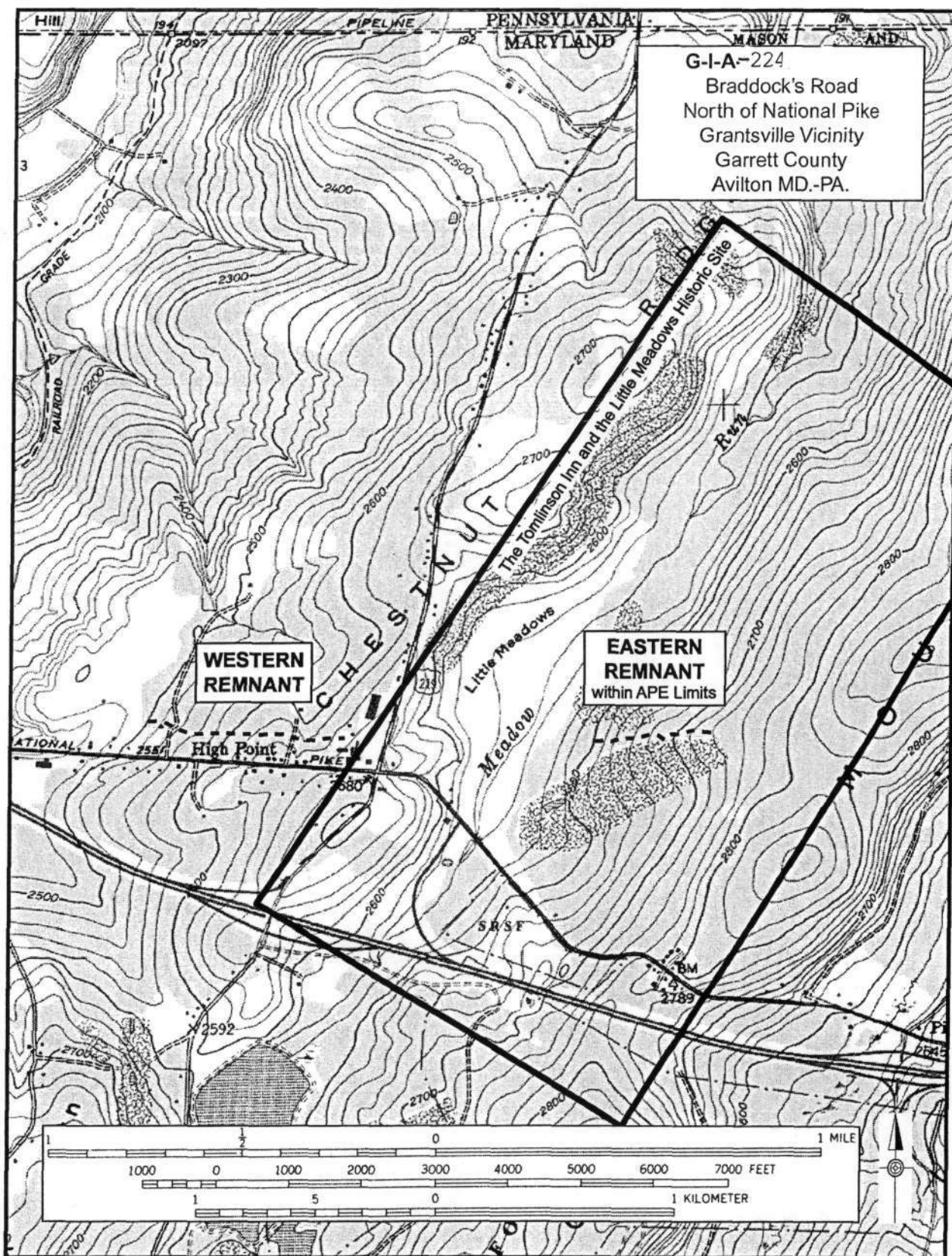


## KEY

A. Braddock's Road Trace

SCALE IN FEET  
250 125 0 250

Site Plan and Photo Key





G-I-A-224 (BRADBECK'S ROAD TRACE)

GARRETT COUNTY, MARYLAND

NEBERLING ASSOCIATES, INC (AUGUST 2003)

VIEW OF ROAD TRACE, FACING WEST

PHOTO 1 OF 6





G-1-A-224 (BRADDOCK'S ROAD)

GARRETT COUNTY, MARYLAND

HEBEKLIN ASSOCIATES, INC. (AUGUST 2003)

VIEW OF ROAD TRACE, FACING EAST.

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G-1-A-224 (Broddick's Road Trace)  
Garrett County, Maryland  
Heberling Associates, Inc. (May 2004)  
View of Road Trace, facing West  
Photo 3 of 6





G-1-A-224 (Braddock's Road Trace)  
Garrett County, Maryland  
Heberling Associates, Inc. (May 2004)  
View of Road Trace, facing East  
Photo 4 of 6



G-1-A-224 (BRADDOCK'S ROAD TRACE)

GARRETT COUNTY, MARYLAND

HEBERLING ASSOCIATES, INC (NOVEMBER 2004)

VIEW OF THE UPPER ROAD TRACE IN LITTLE MEADOWS,  
FACING NORTHEAST

PHOTO 5 OF 6



G-I-A-224 (BRADDOCK'S ROAD TRACE)

GARRETT COUNTY, MARYLAND

HESEKING ASSOCIATES, INC. (NOVEMBER 2004)

VICINITY OF UPPER ROAD TRACE IN LITTLE MEADOWS,  
FACING NORTHEAST

PHOTO 6 OF 6